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ple of that system. Whoever is seeking a quick answer to a pressing question, will be likely to find it here if it has been discussed in the courts, and he will find the references which will lead him to the cases and statutory provisions for fuller information, if these original authorities are available to him. In addition to the citations to the regular reports, Butterworth's Workmen's Compensation Cases (B. W. C. C.), Minton-Senhouse's Workmen's Compensation Cases (W. C. C.), and the Opinions of the Solicitor for the Department of Labor (Op. Sol. Dept. Labor), are cited.

The work is to have its place, in Corpus Juris, not as a subdivision of "Master and Servant" as is a usual place of classification, but under its own title of "Workmen's Compensation Acts." H. L. WILGUS.

BUSINESS LAW FOR ENGINEERS, by C. Frank Allen, Member of the American Society for Civil Engineers, of the Massachusetts Bar, etc. New York, McGraw-Hill Book Co., 1917, pp. iv, 443.

The author tells us in his preface that he did not purpose to write a book to make "every man his own lawyer," but to teach the engineer so much law as may suffice to show how and when he needs legal advice, as well as to enlarge his horizon and encourage him to further legal study. For this he is to be commended. In these days of prolix legal writing it is grievous to withhold full praise from one who condenses his presentation, but it must be said that the present work has carried brevity to such a length that Part I of the book is like a skimmed house that is lathed but not plastered. So bare is the treatment. It is to be feared that the beginner at law study using part I of this book would get too little understanding and still less encouragement to further study. The great fundamental subject of Contracts is covered in 16 pages, though this receives some illustrations from chapters 16 and 17 of Part II. The matter boiled down to two pages, 9 and 10, would require days of study for any understanding. Agency receives 6 pages, of which one and a half is devoted to the comparatively unimportant distinction between agents and servants and one to ratification. Estoppel might as well be omitted as to receive 9 lines in one place and 5 in another.

To write on the law for the use of engineers calls for a professional amphibiousness possessed by few. Our author has practiced law and engineering, but his law breathes of Blackstone and his point of view was more current twenty-five years ago than it is today. One might criticize the "Early Example" on page 2, and the statements of the liability of innkeepers and common carriers, as showing legal misconceptions or inaccuracies such as might be looked for in one who is somewhat a lawyer but much more an engineer. No doubt an engineer would find similar deficiencies in a "Business Engineering for Lawyers," written by a man who had studied engineering and practiced law. Indeed the decisions of our courts on engineering problems are full of illustrations of the inaccuracies and ignorance members of one profession show forth in dealing with problems in another profession.

The fundamental objection to this book for the purpose set forth is that Part I consists of some all too condensed abstract talk *about* the law. It might and should be a study of living cases. It is like a lecture on the paintings and sculpture of a gallery without any illustrative pictures. Even in a short law course for engineering students much more might be done by the first hand use of cases involving the leading principles of those branches of the law with which the engineer should be familiar. Even such illustrative material as the author uses in discussing deeds and negotiable instruments does something to give life to this otherwise dry material of Part I. For the most part the author discusses no cases and cites no authorities, even for his quotations. Part I might serve as a printed outline for a course of lectures, but law lectures are out of date and should not be resorted to even to teach engineers a little law.

Chapter XII consists of good advice, from the legal side, to engineers and engineering contractors, and Part II is quite free from the criticism against Part I. It consists of matter that should be prepared by an engineer out of his experience, and it has been wisely selected. It covers such topics as advertisement, bidding proposals, and forms for contracts, bonds and specifications. These forms are largely standard, including the uniform agreement form copyrighted by the American Railway Engineering Association and the Standard Contract Form of the American Institute of Architects, also copyrighted. They are carefully worked out from engineering experience and are very valuable. For the sake of the matter in Part II any engineer might well provide himself with this book, and it might be of even more value to the lawyer having clients who employ or who are engineering contractors.

E. C. GODDARD.

AMERICAN CITY PROGRESS AND THE LAW, (The Hewitt Lectures, 1917). By Howard Lee McBain. Columbia University Press, New York: 1918; pp. viii, 269.

In no branch of law has there been in recent years more fundamental change than in the law of municipal corporations. There is a marked tendency to depart from many well-established principles. There is being rapidly relinquished the most characteristic feature of English and American local government—the responsibility of local officials to the locality alone. Obversely, each year sees greater legislative power granted to the municipalities. On the one hand, there is a continuous development of central control over the local officials by the state executive, and on the other, there is a constant relaxation of the limitation on local powers hitherto exerted by the state legislature.

Such radical changes necessitate the reconsideration of a number of judicial doctrines. In particular, the rule that municipal powers must be enumerated has been broadly speaking reversed in the states providing for municipal home-rule. It is now the restrictions, not the powers, that must be enumerated. Again, the doctrine of strict construction is yielding before